





BISMARCK.

the persistent rumours in the Continental Press. Prince Bismarck retires from the administration.

AFRICAN EXPLORATION (?)

force under the command of Captain with magazine rifles and eighteen guns April for the interior of Africa.

RUSSIA PREPARING.

is building several ironclads and large

DISASTER IN CANADA.

Ontario University has been totally by fire.

(From the Comercio.)

CHINESE IN THE PHILIPPINES.

MADRID, February 14th.

regulations as to the poll-tax on the Philippines have been confirmed. For fourteen years of age will be subject national tax of eight per cent.

SPAIN.

for the Antilles is before the Con- Ministry will also deal now with the of the loan to the Philippines.

Canovas has agreed to the law of suffrage, and has expressed his desire democratic reforms.

AL AND GENERAL.

meeting of Victoria Lodge, No. 1, will be held in Freemasons' Hall, Zealand on Monday, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

AT the opening of Mr. Quong Tart's new Sydney restaurant the other day the enterprising Mac-Tart had four barelegged natives of Caledonia and the playing bagpipes upstairs. A Sydney contemporary anxious to know what occult connection is this that is growing up between the Scotch and the Chinese.

PRINCE Louis Napoleon is advertising freely his reasons for leaving the Italian Army and entering the Russian Army. One of his French organs says: "Prince Louis Napoleon told a prominent statesman that Cisiapi was preparing to fight France. 'This was the reason why the Prince resigned from the Italian Army.'"

Or all the curious places to look for smuggled opium the hollowed-out wood of a Chinese coffin would be supposed to be the last. Yet among the mixture of articles on the table at the Police Court this morning was the head of a heathen body-box, with a cavity in it, covered by a slide, and all discoloured by long use as an opium cache. It was only found through an informant, who led the police to a coffin-shop and pointed out the smuggler's secret. It only held four taels then, but could contain twenty, and was admirably suited for carrying in the street among retail purchasers. Mr. Robertson fined the owner \$20, and an accomplice \$25, handing the coffin-head over to the Police as a trophy.

ROMAN plumbers, says a writer in *Engineering News*, were either a little more particular than their brethren of the present age, or the authorities compelled a detail that would be now undreamed of with our short-lived water pipes. The Commission in charge of the improvement of the city of Rome has unearthed great quantities of lead water-pipe, each plainly stamped with the name of the owner of the house, the year of the plumbing, name of the Consul for that year, and that of the reigning Emperor. In opening eighty-two miles of new streets in that city, material has been found sufficient to add to our present knowledge 1,000 details concerning the baths, heating flues, water-pipes and house-sewer pipes, the organization of the police and fire brigades, etc.

MR. Wodehouse dealt with a deceiver of an ingenious turn of mind, at the Police Court yesterday. The prisoner met two coolies who were out of work, and offered to get them employment if they paid him \$1.40 each. This he pretended to be able to do by virtue of an official document which he flourished before them. They paid him the money, and he appointed next morning as the time to begin work. Next morning only one turned up, at which the prisoner appeared to be indignant, for pointing to a launce on which they expected to get he asked his victim "How can I expect to get you taking you off singly? Go and look for the other." The man did so, leaving his bundle with him, and on his return found no traces of either his property or the alleged employer. He saw him on Wednesday, and gave him into custody. At the Police Station the "official document" was examined, and turned out to be a *Government Gazette*, addressed to the Spanish Procuration. The fraud was "put away" for six months.

SAYS the *Sydney Bulletin*—From among the gubernatorial chestnuts in Sir George Bowen's lately-published book of reminiscences we extract the following:—The captain of a P. and O. steamer states that, on one occasion, a missionary among the passengers asked, in only half a gale of wind, if the ship was *(sic)* not sinking. "I took him," said the captain, "to the fore-castle, and told him to listen to the talk of the sailors, who were using profane language. 'Do you suppose,' I remarked, 'that the sailors would talk in this way if the ship were sinking under? This seemed to encourage the missionary, who went back to his cabin. However, in the middle of the night the wind increased, and I saw creeping towards the fore-castle a white object, which I soon discovered to be my friend in his nightgown. He listened for a minute to the sailors, and then crept back to his berth, muttering, 'Thank God! they are *swimming still!*'" This yarn was about 600 years old in the days of Captain Marryat. If the miserable Bowen really wants to interest the Australian public, why doesn't he give them a full and particular account of the genesis of all that little fiasco in Melbourne Botanical Gardens?

THE United States Naval Board of Policy appointed to "formulate a plan for building a navy commensurate with the dignity and power of the nation," in their report to the Secretary of the Navy recommended the construction of twenty-two vessels of different types and sizes. These will be built, according to the plan of the Board, in fourteen years, and will, together with their maintenance during the fourteen years, \$280,000,000. They say that the cost of the maintenance of a fleet of vessels such as they propose would be only one-quarter of the amount necessary to keep up the same number of old-style vessels. The scheme of the Board comprises the following vessels, the estimated cost of which, with their armament complete, is appended: Ten battle-ships of 10,000 tons, \$5,000,000 each; eight of 8,000 tons, \$5,000,000 each; twelve of 7,000 tons, \$4,500,000 each; five of 6,000 tons, \$3,500,000 each; ten rams of 3,500 tons, \$1,800,000 each; nine armored cruisers of 2,500 tons, \$1,500,000 each; eight cruisers of 1,500 tons, \$1,000,000 each; four protected cruisers of 700 tons, to make twenty-two cruisers of 1,500 tons, \$1,500,000 each; nine protected cruisers of 500 tons, to make twenty-two cruisers of 500 tons, \$1,000,000 each; five protected cruisers of 2,000 tons, to make nineteen cruisers of 2,000 tons, \$2,000,000 each; five special cruisers of 1,200 tons, to make eighteen cruisers, \$3,000,000 each; fifteen torpedo cruisers of 900 tons, to make twenty-two cruisers of 900 tons, \$500,000 each; three artificers' ships, \$2,000,000 each. The eight ships which Secretary Tracy recommends in their report shall be begun next year, and are not the eight proposed by Mr. Board, but eight of the first ten.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

The half-yearly meeting of the shareholders of this Corporation was held at noon to-day, in the City Hall, Mr. W. H. Forbes presided, and there were present—Hon. J. J. Keswick, Hon. A. G. MacEwen, Messrs. H. L. Dalrymple, W. G. Brodie, H. Hoppins, B. Layton, S. C. Maclellan, J. J. Moses, L. Poesnecker, D. G. Maclellan (deceased), and G. E. Noble. Chief Treasurer Hon. G. E. Noble, Hon. J. J. Forbes

The Chairman said:—Gentlemen,—We will with your permission take the report as read. The half-year just concluded has been a very favorable one, and in addition to our usual 30s. dividend we are able to give a 10s. bonus, increase our Reserve Fund by five per cent., and carry forward a substantial amount. Dividend and bonus together represent a return to the shareholders at the rate of 40 per cent. for the half-year. I explained at the Extraordinary Meeting last month that we had obtained the consent of the Treasury to amending our Ordinance; since that time the matter has received the Governor's final sanction, and the amended Ordinance took effect from the 25th ultimo. The security for our note circulation that the Treasury stipulated for necessitated our investing further in Indian rupee loans, and you doubtless notice the increase in our assets under the heading of "Investment." With regard to Manila I regret to say we have not yet recovered the money embargoed, but our legal advisers assure us that we may confidently expect to have it returned, but that there are numerous formalities to go through which cause delay. Some question has been raised on more than one occasion as to our mode of showing our Profit and Loss accounts—merely putting net profits instead of gross, and not showing cost of management. I have only to reiterate what I said at our last meeting, that if the shareholders express a decided wish to have the accounts presented in a decided form they have only got to say so. I may mention that the percentage of our charge to the gross profits is under 1 per cent. for the past three half years, and this figure you will find is considerably lower than that of other Eastern banks. For the information of the shareholders I may state that rough valuations recently made show the Bank's property to be about 25 cents of dollars in excess of the amount at which it stands in the books. (Applause.) It may not be out of place to mention that your Directors, after mature consideration, and after consulting the London Committee, have decided that the time has come for increasing the Bank's capital to \$10,000,000. A circular will shortly be issued to the shareholders, and I shall be glad to increase of capital, and the whole matter will be brought before you in the usual way. We have, gentlemen, reached an epoch in the Bank's history that I think should not be passed over without some notice. Twenty-five years ago this coming 1st March the Bank opened its doors for business in Hongkong, and I doubt if the most sanguine of the good men who were its promoters expected it to grow to the extent it has. (Applause.) We have had our lean as well as our fat years, but we have passed our dividend only three times, and during the quarter of a century of our existence we have paid an average dividend of 11 per cent per annum, exclusive of a few bonuses. I do not think any original shareholder can have any cause to regret the investment personally. I am proud to say that the first time the Directors of the Bank 22 years ago and our Chief Manager, Mr. Noble, has entered on his 27th year of service. (Applause.) Before moving the adoption of the report and accounts I shall be happy to answer any questions from shareholders.—There being no questions, he moved the adjournment.

Mr. J. C. Cox seconded, and they were adopted accordingly.

The Hon. C. P. Chater proposed that the appointment to the Board of the Hon. A. P. MacEwen, Mr. H. Hoppins, and Mr. D. R. Sassoon, be confirmed.

Mr. McCoskie seconded, and it was agreed to.

Mr. Laprak proposed the re-election of Messrs. B. Layton, L. Poesnecker, and S. C. Maclellan to the Board.

Mr. Bottomley seconded, and the motion was adopted.

Mr. W. H. Ray moved that the Hon. P. Ryrie and Mr. Henderson be re-appointed auditors.

Mr. Veitch seconded, and it was carried.

The Chairman—having announced that the dividend warrants would be ready on Monday, the proceedings ended.

MESSRS. GEO. FENWICK & CO., LIMITED.

The first ordinary meeting of the shareholders of this Company was held this afternoon, in the Hongkong Hotel, Mr. F. Henderson presided, and there were present—Messrs. R. H. Meadows, J. B. Leavours, C. S. Barton, S. B. Gomez, J. H. Harms, A. C. Moore, A. Rodgers, J. M. Forbes, and G. Fenwick (general manager) were present.

The Chairman said that the shareholders had had an opportunity of studying the report and statement of accounts during the past week, and he hoped that that study had been satisfactory. He did not know that there were any items of account which called for comment—as stated in the report the expenses of the formation of the Company had been all charged to this year's working. He might add that the item "sundry debts," \$19,144, had been almost all collected. He then moved the adoption of the report.

Mr. Gomez seconded, and it was adopted.

Capt. Leavours proposed the re-election of Messrs. Henderson, Stevens, and McCulloch, as Consulting Committee.

Mr. Harms seconded, and it was carried.

Mr. Stevens proposed the appointment of Mr. T. Arnold as auditor, and that having been agreed to, the proceedings terminated.

TRAINING NOTES.

I had hoped to be able in tonight's issue to place before you some interesting notes on the forthcoming races, but the Hongkong Derby, but, without going into more or less unqualified quotations, I need only say that, having the option of either writing a speculative article on the Derby or giving a report of this morning's doings on the race-course, I have chosen the latter. My (doubtless) invaluable opinions will lose nothing by being kept over until Monday.

The course at 6.15 a.m. was a bit holding, but nevertheless afforded sound going. Salute (Mr. Reynell up), galloped a mile in 1.36, 1.41, and 1.47, finishing in good form, and in my opinion "Sammy" will be found Leader's most dangerous opponent. Keep Trust (Mr. Maclean) and Lochinvar (Mr. Machado), galloped the Derby course, Roy Morn joining in at the mile starting post, times, 34, 67½, 1.43, 2.04, 2.50 and 3.34, Lochinvar being beaten off, whilst the griffin made a good race home with the speedy Senegal (Mr. MacEaton) and Duncannon (Mr. Thorne). The Derby distance was 3.38, 1.13, 1.46, 2.21, 2.56 and 3.31, the griffin sprawling all over the course at the finish. Duncannon, on this form, is clean out of the Derby.

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is scarcely up to Derby form, but is good enough to land minor Stakes. Griffiths (Mr. MacEaton) Skipped a mile in 1.42 and 1.47, but this once, over short courses is completely up and will hardly win a race at Bolero (Mr. Townsend riding) is represented a mile and a quarter in 2.40 did not time the gallop I give that whatever it may be worth.

In a mile trial Chaser made a con- Waldo, winning hands down by lengths—winner's times, 31, 62½, and 2.10. As the dark-grey very nearly full weight up, the race is worthy of special notice. galloped six furlongs in 1.40, gentleman who rode this shapely not even an outside notion of a Mongolian racer, and the finisher, much what the young men in A. S. sometimes

## RECOLLECTIONS OF LIFE IN CHINA IN THE FIFTIES.

The following personal experiences will illustrate life in China in the "fifties," and may be of interest to the residents of the present generation, who, in these piping times of peace, can hardly realise the stirring events which were then of frequent occurrence.

At that time the whole coast was swarming with pirates, who were the terror not only of native traders, but of all who went down to the sea in ships, and many were the unlucky vessels that fell a victim to them while on the voyage between this and the Southern ports.

In June, 1855, it was reported that all the principal craft that infested these regions had congregated at Sheng-shan, which was then looked upon as belonging to the uttermost part of the sea, and a party of six of us who were longed for as bringing and a breath of sea air decided to risk what danger there might be, and take a trip to Pootoo. This was before the days of steamers, and by no means so simple an undertaking as it is at the present time. Our only means of reaching the island was by native boats; so we hired two small clipper-looking Ningpo junks, and having made out our preparations, including the stowing in of a plentiful supply of stores, we set sail and started on our excursion. Pootoo was safely reached in a couple of days, and having our boats anchored in a snug little bay, we took with us our arms, and our numerous belongings, and went to a large temple a mile or more distant, where we had secured such accommodation as the priests could offer us. The temple stood on the side of a well wooded hill, in the midst of fine old trees, overlooking a long sweep of sandy beach, which gave promise of many a delightful bathe. There we spent several days roaming over the hills, exploring the many lovely spots with which the island abounded, and enjoying to the utmost our holiday life. Among many other objects of interest, we visited the numerous recluses and devotees who were laying up for themselves stores of good things for the next world by subjecting their bodies to the most uncomfortable and painful penances. One of them had been standing in a small sentry-like box, not large enough for him even to sit in, for I forget how many years, his only occupation, in addition to his devotions, having been the cultivation of his finger nails, which were trained and supported in bamboo sheaths and had acquired an unconscionable length. To the culture of his nails this devotee had evidently given his whole mind for many a year, and the blank look of amazement that came over his face may therefore be imagined when one of our party, who, by the way, had lost a leg at the battle of Muddy Flat, seriously offered him five dollars for one of the nails, including an inch or two of the finger. The offer was disdainfully declined with uttering such words as denoted the direct import. Not far from the temple where we were, there is a deep chasm in the rocks, called, if I remember correctly, the "devil's leap" or something of that kind, through which the sea waves surge with terrific force, churning the waters to milk-white foam. Into this abyss, which presented an unusually frightful appearance when we visited it, owing to a heavy gale (or typhoon as it would now be called) which was then raging, we were told that the devotees were at times in the habit of precipitating themselves, and the above-enterprising member of our party proposed that we should make an attempt to jump off, but this not meeting with unanimous approval was not carried into effect. Thus we beguiled our time, and no accident occurred which cast a cloud over our enjoyment, and hastened our departure from the lovely island. One afternoon, as we were revelling in the surf on the sandy beach, our boys came running down and startled us with the information that pirates had invaded the bay where our boats were at anchor, and that unless we went at once to the rescue they would be captured; so, hastily dressing, we scrambled up to our temple and seeing our guns started off along the winding picturesque path that led to the bay. On our way we met a missionary friend, of whom there were several, and who was accompanied by their families there—and told him of the piratical raid, of which he seemed to make light, and said we had no reason for alarm. We thought differently, however, and continued on our way, at length reaching some rising ground, overlooking and close to the bay. Up the crest of this, with our guns ready for instant use, we quietly crept and peering over the edge we saw two of the well-known west coast pirate vessels, towing out a large and deeply laden merchant junk that had taken refuge there, and which the pirates had captured. Just inside of them our two boats were lying, and the pirates were escaping to the capture, probably owing to much loss of life, as offered by the unfortunate trading junk. Nothing remained for us to do, therefore, but stay where we were, and we continued to watch the junk and its captors until they had turned a point of land which shut them from our view. Then we hastened to our boats to assure ourselves that they were all right: the boatmen were in a great fright, and wished to leave the place at once, but we calmed their fears as best we could, and having instructed them what they were to do in case of a return of the pirates, we wended our way to the evening boat to our temple.

The next morning, however, our quietude was disturbed by the appearance of a fleet of about a dozen of the priests in regard to this unexpected advent of these much dreaded rovers, and were informed that they were a portion of the fleet that had gone north a month or two before, and were now returning to their usual hunting grounds. In fact, the priests were so well informed about them that we came to the conclusion they had something more than an understanding with them, and that the sooner we left these sacred precincts the better it would be for us. During the afternoon, therefore, we packed up our arms and our guns, and under cover of night started for Shanghai, our sharp lookout was kept, and all went well with us until we had passed Gutzliff the next morning, when we saw two piratical junks—they always went in pairs—standing in from the sea, and heading considerably to the south of us. They continued on in this direction for some time, and we fondly hoped we should succeed in escaping their attention, but in this we were doomed to be mistaken; for suddenly—they had probably just caught sight of us—they changed their course, and came directly for us. Our consort was about a mile in advance of us, and as we could not see the pirate, we were steadily gaining on us, but a stern chase is proverbially long, and we had the satisfaction of knowing that every minute was bringing us nearer the limits which they would hardly venture to pass. Still they kept up the pursuit, for what seemed an interminable period, until at length they came within range of us. Every instant we expected they would open fire on us, and feeling that the moment for action on our part had arrived, and that some demonstration was







## Masonic.

ST. ANDREW'S CHAPTER,  
No. 218.

A REGULAR CONVOCACTION of the above Chapter, will be held in FREEMASONS' HALL, Zetland Street, on MONDAY, the 24th February, at 8.30 for 9 P.M. precisely.  
Hongkong, 17th February, 1890. [307]

## Notices of Firms.

## NOTICE.

M. R. TOM GREAVES GOWLAND and Mr. HENRY PERCY WHITE are admitted PARTNERS in our Firm from the 1st February, 1890.

DODD & Co.  
Tamsul & Kelung } 1st February, 1890. [278]

## NOTICE.

WE have this day entered into Partnership as Solicitors and shall carry on business under the name of "HOLMES & RODDY." HENRY J. HOLMES, ARTHUR B. RODDY.  
Hongkong, 1st February, 1890. [224]

## Consignees.

PACIFIC MAIL STEAMSHIP COMPANY:  
NOTICE.

CONSIGNEES OF CARGO per Steamship "CITY OF PEKING" are hereby notified that their goods are being landed and stored at their risk in the Company's Godowns at Wanchai, from whence delivery may be obtained, on Countersignature of Bills of Lading.  
Goods remaining unclaimed after the 28th instant, will be subject to sale.  
No Fire Insurance is effected.  
CHAS. D. HARMAN, Agent.  
Hongkong, 21st February, 1890. [2]

## NORDEUTSCHER LLOYD.

## NOTICE TO CONSIGNEES.

STEAMSHIP "SACHSEN,"  
FROM BREMEN AND PORTS OF CALL.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before 4 P.M., TO-DAY, the 20th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th February, will be subject to sale.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 26th February, at 4 P.M.

All Claims must reach us before the 27th February, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by MELCHERS & Co., Agents.  
Hongkong, 20th February, 1890. [4]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.  
THE Company's Steamship

"FOKIEN,"

Captain Lewis, will be despatched for the above Ports, TO-MORROW, the 23rd instant, at DAYLIGHT, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 21st February, 1890. [323]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.  
THE Company's Steamship

"KONG BENG,"

Captain R. Jones, will be despatched for the above Ports, TO-MORROW, the 23rd instant, at DAYLIGHT.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 20th February, 1890. [324]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE & YOKOHAMA.  
THE Company's Steamship

"NINGCHOW,"

Wm. Durdin, Commander, will be despatched for the above Ports, on or about the 25th inst.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 18th February, 1890. [311]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA,"

Captain W. D. Mudie, will leave for the above places, on FRIDAY, the 28th instant, at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 17th February, 1890. [3]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK.

THE Steamship

"MERIONETHSHIRE,"

Captain Dowling, will be despatched on or about the 4th March.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 5th February, 1890. [339]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & FOCHOW.  
THE Company's Steamship

"HAITAN,"

Captain S. Ashton, will be despatched for the above Ports, on TUESDAY, the 25th instant, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 21st February, 1890. [329]

FOR SHANGHAI, KOBE & YOKOHAMA.  
THE Steamship

"ALBANY,"

Captain Porter, will be despatched for the above Ports, about the 25th inst.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 18th February, 1890. [310]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ARLIE,"

Captain Ellis, will be despatched for the above Ports, on TUESDAY, the 25th instant, at DAYLIGHT.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, 14th February, 1890. [321]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Nelson, Commander, will be despatched as above on SATURDAY, the 1st prox., at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

First Class Saloon and Cabin are situated forward of the engine. Second Class Passengers are berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th February, 1890. [301]

## Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY RAILWAY LINES & STEAMERS.

THE British Steamship

"PARTHIA"

3,167 Tons Register, Captain F. H. Wallace, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOBE & YOKOHAMA, on THURSDAY, the 6th March, at NOON.

To be followed by the S.S. "BATAVIA" on the 3rd April and "ABYSSINIA" on the 24th April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria, (Mex.) \$210.00

To Montreal New York, &c., 790.00

To Liverpool, 325.00

To London, 330.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 5th March.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 7th February '90. [14]

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 16th day of March, 1890, at 10 A.M., the Company's Steamship "SACHSEN," Captain R. V. Goessel, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon.

Cargo will be received on Board until 4 P.M. Specie and Parcels until 3 P.M. on 15th March. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 17th February, 1890. [1]

## Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT FLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"SUTLEJ," Captain W. D. Worcester, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON VIA BOMBAY & SUEZ CANAL on WEDNESDAY, the 26th February, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 14th February, 1890. [1]

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY:

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 26th February, at NOON, taking Passengers and Freight to Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco, \$225.00

To San Francisco and return, \$395.75

available for 6 months, 325.00

To Liverpool, 325.00

To London, 330.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 30th January '90. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"OCEANIC"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th March, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco, \$225.00

To San Francisco and return, 395.75

available for 6 months, 325.00

To Liverpool, 325.00

To London, 330.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 13th February, 1890. [2]

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Thibet	Bombay	February 23rd	P. & O. S. N. Co.
Ningchow	Liverpool	February 24th	Arnhold, Karberg & Co.
Palamed	Liverpool	February 24th	Butterfield & Swire.
Glennah	Calcutta	February 25th	Jardine, Matheson & Co.
Kutang	Calcutta	February 25th	Jardine, Matheson & Co.
Ojmanah	Marseilles	February 27th	Messageries Maritimes.
Oceanic	San Francisco	February 28th	O. & O. S. S. Co.
Bomida	Trieste	March 1st	Carlowitz & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Sulej	P. & O. S. N. Co.	Feb. 26th, at noon.
London, via Suez Canal	Glennah	Jardine, Matheson & Co.	About Feb. 27th.
London, via Suez Canal	Natal	Messageries Maritimes.	Feb. 27th.
Marseilles, via Saigon, &c.	Sachsen	Messageries Maritimes.	Mar. 5th, at noon.
Bremen, via Ports of Call.	Merionethshire	Adamson, Bell & Co.	Mar. 16th, at 10 a.m.
New York	Oceanic	O. & O. S. S. Co.	About March 4th.
San Francisco, via Y'hama	City of Peking	Pacific Mail S. S. Co.	Mar. 13th, at 1 p.m.
Vancouver, B.C., via I. & C.	Parthia	Adamson, Bell & Co.	Feb. 26th, at noon.
Sydney, Melbourne, &c.	Arlie	Russell & Co.	Mar. 6th, at noon.
San Francisco, via I. & C.	Taiyuan	Butterfield & Swire.	Feb. 25th, daylight.
San Francisco, via I. & C.	Memnon	P. & O. S. N. Co.	Mar. 1st, at noon.
Yokohama, via Nag., &c.	Albany	Adamson, Bell & Co.	Feb. 24th, daylight.
Shanghai, Kobe, &c.	Ningchow	Arnhold, Karberg & Co.	About Feb. 25th.
Shanghai, Kobe, &c.	Djinnah	Messageries Maritimes.	About Feb. 26th.
Shanghai, via Swatow	Foksang	Jardine, Matheson & Co.	Feb. 25th, at noon.
Shanghai, via Amoy	Palamed	Butterfield & Swire.	February 26th.
Shanghai	Diamant	Siemssen & Co.	Feb. 24th, at 4 p.m.
Shanghai, via Amoy	Russell & Co.	Russell & Co.	Feb. 24th, at 4 p.m.
Haiphong (direct)	Clara	A. R. Marty	To-morrow, daylight.
Swatow and Bangkok	Kong Beng	Yuen Fat Hong	To-morrow, daylight.
Swatow, Amoy, &c.	Fokien	Douglas Lapraik & Co.	To-morrow, daylight.
Coast Ports	Haitan	Douglas Lapraik & Co.	Feb. 25th, daylight.
Swatow	Pakshan	Hop Hing Hong	To-morrow, daylight.

## Announcements.

## Notice to Consumers

THE PRODUCTS OF

ORIZA-PERFUMERY L. LEGRAND

207, rue Saint-Honore, PARIS

Such as: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTE, CREME-ORIZA, ORIZA-VELOUTE, ORIZA-TONICA, ORIZALINE, ORIZA-80AP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1. Their manufacture is supervised with the greatest care;

2. Their qualities are unalterable and their scents are sweet.

AS THESE